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Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Previously Presented) A roller guide device for use in an elevator system, comprising:
a base;
at least one roller supported by the base such that the roller is rotatable about a roller axis and moveable relative to the base in at least one direction perpendicular to the roller axis;
a damper that has a selectively variable stiffness and dampens the relative movement of the roller, the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and
a controller that automatically increases the stiffness of the damper when an associated elevator car is stationary at a landing and decreases the stiffness of the damper when the associated elevator car is moving.
2. (Cancelled)
3. (Previously Presented) The device of claim 1, including an elevator car motion indicator in communication with the controller and wherein the controller changes the damper stiffness responsive to a detected level of motion.
4. (Cancelled)
5. (Previously Presented) The device of claim 1, wherein the damper fluid comprises a magneto-rheological fluid.
6. (Previously Presented) The device of claim 5, including a field generator that generates a field that changes a viscosity of the magneto-rheological fluid.

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7. (Previously Presented) The device of claim 6, wherein the controller controls the field generator.
8. (Previously Presented) The device of claim 7, including an indicator that provides an indication of elevator car vibration to the controller and wherein the controller controls the damper stiffness based upon an amount of vibration.
9. (Previously Presented) The device of claim 1, including a plurality of rollers and a variable stiffness damper associated with each of the rollers and wherein the controller individually controls the stiffness of each of the dampers.
10. (Previously Presented) An elevator system, comprising:
 - a car frame;
 - at least one roller supported for vertical movement with the frame, rotatable movement relative to the frame and lateral movement relative to the frame;
 - a selectively variable stiffness damper that dampens the lateral movement of the roller relative to the frame, the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and
 - a controller that automatically increases the stiffness of the damper when the car frame is stationary at a landing and decreases the stiffness of the damper when the car frame is moving.
11. (Cancelled)
12. (Previously Presented) The system of claim 10, including a vibration detector that provides an indication of a level of car frame vibration to the controller and wherein the controller varies the stiffness of the damper based upon the indication of the level of vibration.
13. (Previously Presented) The system of claim 10, wherein the damper fluid comprises a magneto-rheological fluid.

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14. (Previously Presented) A method of controlling lateral movement of an elevator car assembly having at least one roller for riding along a guide rail to facilitate vertical movement of the car assembly, comprising:

selectively and automatically varying an ability of the roller to move laterally relative to the car assembly;

decreasing the ability of the roller to move laterally relative to the car assembly when the car assembly is stationary at a landing by decreasing a viscosity of a fluid that controls the ability; and

increasing the ability of the roller to move laterally relative to the car assembly when the car assembly is moving along the guide rail by increasing a viscosity of the fluid.

15. (Cancelled)

16. (Previously Presented) The method of claim 14, wherein the fluid comprises a magneto-rheological fluid and the method includes selectively applying a magnetic field to the fluid.

17. (Previously Presented) The method of claim 14, wherein there are a plurality of rollers and associated dampers that dampen lateral movement of the rollers and the method includes individually controlling the fluid viscosity of each of the dampers.

18. (Currently Amended) A method of controlling lateral movement of an elevator car assembly that includes a variable stiffness damper having a fluid of a selectively variable viscosity, comprising the steps of:

automatically decreasing increasing a viscosity of the fluid when the elevator car assembly is stationary at a landing; and

automatically increasing decreasing the viscosity of the fluid as the elevator car assembly moves away from the landing.

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19. (New) The method of claim 18, comprising

receiving information from an elevator machine controller that indicates whether the elevator car assembly is stationary at a landing or is moving and automatically increasing or decreasing the viscosity of the fluid responsive to the information.

20. (New) The device of claim 1, wherein the controller receives information from a machine controller regarding whether the elevator car is stationary or moving and the controller automatically increases or decreases the stiffness of the damper responsive to the information.

21. (New) The system of claim 10, comprising

a machine controller that controls whether the car frame is stationary at a landing or moving, the controller receiving information from the machine controller indicating whether the car frame is stationary at a landing or moving and wherein the controller automatically increases or decreases the stiffness responsive to the information.

22. (New) The method of claim 14, comprising

receiving information from a machine controller that indicates whether the car assembly is moving or stationary at a landing and varying the ability of the roller to move laterally relative to the car assembly responsive to the information.